

Mails.

OCCIDENTAL AND ORIENTAL STEAM.

SHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING

THE Steamship
"BELGIC"

will be despatched for San Francisco, via
Kobe and Yokohama, on SUNDAY, the 30th
June, at DAYLIGHT.
Connection will be made at Yokohama with

Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day

First-class Fares granted as follows :—
To San Francisco.....\$200.00
To San Francisco and return, } 350.00

To Liverpool	325.00
To London	330.00
To other European Ports at proportionate rates	

of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices addressed to the Collector of Customs.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent
17th June 1930
NORDDEUTSCHER LLOYD

NOTICE
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ

PORT SAID, BRINDISI, GENOA, ANT-
WERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANTE,
BLACK SEA AND BALTIC

PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
CALIFORNIA AND OREGON.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in

ON, WEDNESDAY, the 3rd day of July, 1889, at 4 P.M., the Company's Steamship "SACHSEN," Capt. V. Gaessel, with MAILS,

PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till 10 a.m.,
Cargo will be received on board until 4 p.m.,

Species and parcels until 10 a.m., on the 3rd of July, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY's Office). Contents and Value of Packages are required.

For further particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 8th June. 1890. 14

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF NEW YORK"
will be despatched for San Francisco, and

Yokohama, on SATURDAY, the 22nd June, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return,
available for 6 months.....} 350.00

To Liverpool.....	325.00
To London.....	330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers	

of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or

vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address full name of owner to be reached.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in San Francisco. Envelopes addressed to the

Collect of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 6th June, 1879. [1]

Intimations.

DAKIN'S

CHERRY TOOTH PASTE. Cleanses the Teeth, Strengthens the Gums, and imparts a delightful freshness to the Mouth and fragrance to the Breath.

50 Cents per Jar.

DAKIN'S

INSTANTANEOUS HAIR DYE. Surpasses all other Dyes in the purity, delicacy, and natural appearance of the Hair after application.

1 per Case.

DAKIN'S

ROSE HAIR OIL. A delicately scented and elegant Hair Dressing with all the Colour and Odour of Red Rose Petals.

Per Bottle, 50 Cents and \$1.

DAKIN BROS. OF CHINA LIMITED,
DISPENSING CHEMISTS,
HONGKONG.

(Telephone No. 60)
HONGKONG, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 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3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 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object to Captain Clayton having charge of the documents, and was subsequently employed under Captain Clayton's order, and not in any sense, so far as could be seen, under the defendant's orders. Then in the beginning of April last year, Captain Clayton, owing to ill-health, had to go away, and the duties of his office devolved temporarily upon Mr. Morgan, and in the course of those duties, for reasons which need not be mentioned, on the 18th April last he discharged the plaintiff. From the fact of these documents not being forthcoming, it was suggested that the plaintiff had a right of personal action against Mr. Morgan, and the question of contract being discarded, the only possible ground was that of a personal tort. It was suggested, in the first place, that when Mr. Morgan took over the duties of Captain Clayton, he should have taken possession of all documents. It had been shown that he had taken these documents to Captain Clayton, and that he did not know what became of them afterwards, and he stated that he knew of no rule in the Chinese service for the retention of these documents. It seemed to him (his Lordship) that Mr. Morgan had no reason to believe that these documents were in Captain Clayton's possession, and even if they were he had every reason to believe that they were there by consent of the plaintiff. He did not see, therefore, that there was any legal duty on the part of Mr. Morgan to demand the documents of Captain Clayton. Then it was suggested that apart from the question of personal liability against Mr. Morgan, there was an official liability as Coast Guard Commissioner, that because his predecessor in office received these documents he should have returned them. If these documents were received by his predecessor and should have been returned and his going away prevented their return, and if there was any neglect it was on the part of someone else, and there was certainly no evidence to show that there was any personal neglect on the part of Mr. Morgan, nor could it be seen how there was any dereliction of liability on Mr. Morgan's part. He thought, therefore, upon both grounds, the application of Mr. Pollock must fail, and be agreed entirely with the decision given by the learned judge.

Mr. Justice Wille said he entirely concurred in the decision of the Acting Chief Justice. With regard to the arguments produced then, they were not the same as put forward at the trial, but he did not look upon them as being such as should reverse the previous decision.

A VISIT TO THE CANTON MINT.

(By Our Special Correspondent.)

Having heard so much lately about the "meeting of the waters" in the vicinity of the Mint, I took the opportunity on Tuesday when, father, Sol was less reluctant than usual to pay it a visit and ascertain really if the "Sweet Vale of Avoca" was likely to be out-rivalled, and at the same time gratify my curiosity as to the capabilities and prospects of this latest foreign introduction of the Viceroy's. Here with the result of my peregrinations. Firstly all questions or queries in connection with the "spot" is quickly and efficiently dealt upon near the locality by the unsolicited and unassuming of its approach either by land or by water. Taking advantage of the height of the water at this season, I proceeded by boat, and after descending the main river as far as the "French Ferry," turned into a narrow canal which skirts the south east corner of the city wall and runs alongside the wall for a distance of about two miles right up to the gate of the Mint. The establishment is built upon a level rectangular piece of ground in the vicinity of the Eastern gate, walled in, and covers an area of about 15 acres, ten of which are occupied by commodious one-storied brick buildings of the usual factory type. The machinery and workshops form the sides of the quadrangle, the engine, rolling, and annealing buildings occupying the centre.

The metal used in the manufacture of the copper coins is principally the composition popularly known as Mint metal, and is in the proportion of one and a half parts of copper to one of zinc. The first process consists in melting this metal (in case iron in it should) into slabs of metal about 2 1/2 by 3 1/2 by 1/2. These slabs are heated to a red heat in furnaces, and passed four times through top and bottom grooved rollers, which, when put in strips of the above width, about 10 feet in length, and 1/16 in thickness. The strips are then taken to muffers or annealing furnaces, and passed through finish rollers, finally forming strips of the required thickness; the ends of these are then cropped square, and taken to automatic stamping machines, which at one operation stamp out four discs, each with square holes. These fall into a receptacle, from which they are conveyed to a revolving perforated cylinder which retains the perfect and casts the defective ones aside for remelting. The selected discs are then taken to another automatic sorting machine of a still greater degree of refinement and undergo a further discriminative process. These (comparatively) perfect discs are then placed in covered cast iron pots, and in the annealing furnaces and then placed in a revolving muffer filled with grain husks, and polished. After this they undergo the final process, and are taken to the automatic stamping presses, where they receive their impression and become current coin. It is in this final process where the cost of the manufacture of this peculiar coin is apparent, through Chinese prejudice insisting upon a square hole. The stamping machines, of which there are 85 in the establishment, only about 40 of which are at present at work, are capable of turning out at least 100 coins a minute, but as a matter of fact, owing to the complication of the square hole in a round coin, they turn out about 60, or one a second, and out of these 60 actually finished pieces, a large proportion are spoiled by either the square being imperfect or the embossment round the hole being on the "skew." So that it really takes more trouble and expense to make one copper cash, say the six thousandth part of a sovereign, than it does to make a single sovereign. This in itself will enable some idea to be formed as to the possibility of the copper cash Mint becoming a success. But to go further, it is as easy to demonstrate, (as your paper has shown from the first inception of the scheme), the absolute impossibility of it becoming a paying institution for copper cash production. Take the cost of the metal to begin with; and here it must be understood that an inferior class of metal would neither stand the process or suit the requirements of the Chinese, who require a coin capable of extraordinary rough handling throughout the interior. The lowest average price of old Mint metal is \$15 per picul or 15 cents per catty. Now 1,000 cash weighs 32 catties, and an unprecedented low exchange equals one dollar. So that the actual intrinsic value of the metal to manufacture \$1 worth of copper cash, without calculating cost of manufacture in the process, is about \$1.27. Cash which cannot cost less than \$1.27 or \$26 per cent is required for the reduction and manufacture of this coin. The loss in weight in the original smelting, as well as from the large proportion of defective coins, and the re-smelting of the sheets from which the discs are cut, must be considerable; likewise must be the loss from pilfering where such a quantity of minute particles of metal is lying about, more especially with such an ingenious race as the Chinese. Taking all these facts into consideration, I am considerably under the mark in estimating the present out-put of copper cash at the Mint as being done at a loss of 50 per cent. Needless to say

that everything throughout the establishment under the foreign supervision, not shows evidence of the most careful management. The buildings are lofty, substantial and capacious. The machinery by Messrs. Heaton & Co. of Birmingham appears to be of first class description and in every way suitable. The place is kept scrupulously clean and has a decidedly foreign air about it throughout. The Directorship is under Mr. Wynn, assisted by Mr. Evans, the Engineer, Mr. Stoddart, the foreman smelter, and another Englishman.

I had not the pleasure of meeting Mr. Wynn on the day of my visit, but Mr. Tai-Sit-Yung, the Viceroy's amiable secretary, and Director of the institution, was the one with a host of officials, who appeared much interested in the whole proceeding. The name of Wynn will appear to all those entitled to wear decorative distinctions for service to Her Majesty; for if one's memory is not deceptive, from the Crimean war downwards all these absurd symbols of rewards for simply doing one's duty to the State have been designed by a gentleman of that name. Pride ourselves as we may upon our British conservative principles, perhaps in the national objection to parade such childish baubles is to be discerned the true democratic foundation of Anglo-Saxon opinion! It is only hybrids like our good friend Belyjoss, (who likes to be known as a species of decorative monarch), to whom we commend the purchase of the Mint plant when it "bursts up," as it most certainly will do in the next few months. Look at Charles George Gordon! He was entitled to cover both breasts with such meretricious symbols of a soldier's duty. But where is there a picture of the Khartoum hero with a single decoration exhibited upon his tunic. The fact is, republican simplicity in this respect, construe it as we may, appeals to the senses of all right-minded Englishmen, and civilised discrimination to follow the continental custom in regard to decorations.

It would have been as well if the Chinese had found a site on a somewhat higher level; for during the recent rains the Mint was under water, and I conclude the difficulties of communication gave rise to the unfounded report of an accident having occurred there. In addition to the copper-cash presses, there are four presses for coining silver coinage, and a few specimen dollars and subsidiary coins have been struck off for the special benefit of the Viceroy and officials. The inevitable Dragon, coiled up in an impossible position even for such a mythical creature, forms the design on the front of the piece, on the reverse, in Chinese, is the description of the coin and the year it was minted; while encircling this is also a like description in English.

OUT OF COAL.

It is now forty years or more since a steamship, leaving the port of New York, was caught in a gale which created some anxiety for her safety. A short time after the gale the ship was seen coming up the Bay of New York with the calligraphic letters "O. K." chalked on her wheel-houses—these were the days of paddle-wheel steamers. The significance of the letters was "Out of Coal." The ocean steamer of that day burned about four times as much coal as steamships of the same tonnage would now burn. This particular ship would have had her passage to Liverpool prolonged four or five days by reason of her gale. During that time so much coal had been consumed that it was not considered prudent to proceed on the voyage without a fresh supply.

The Royal Statistical Society of Great Britain has been collecting figures about the coal resources of that kingdom. The conclusion is reached, from the data collected, that coal-fields of England will be worked out in just about a hundred years, at the present rate of consumption. What is Great Britain to do when her coal-fields are exhausted? According to recent estimates, the anthracite coal fields of Pennsylvania will last about twice as long as those of England. For the most part, anthracite coal is used in all the manufactures of the Northern States, and on all the steamers which make ocean voyages. Occasionally soft or bituminous coal is used. The resources of the latter in this country are practically exhausted.

It is worthy of note that at this time no considerable body of anthracite coal has been found in this country outside of Pennsylvania. There have been many rumors of the finding of extensive anthracite coal deposits in various parts of the country. But little importance has thus far resulted from these reported discoveries. There is some anthracite coal in Mexico, and it is claimed that there is some in the Rocky Mountains. But it is doubtful if a cart-load of anthracite has ever been brought to this city from any deposits this side of the Rocky Mountains. Bituminous coal in this country is beyond any present means of exhaustion. It is used on steamers for short voyages, and for steam purposes on the land. Every gas company draws its supplies from bituminous coal-fields.

What is to be the motive-power of the future? Great Britain has maintained her ascendancy through the use of coal to drive her ships and her great manufactures. The coal-fields of all Europe at the present rate of consumption are hardly good for more than one hundred years. Bituminous coal is turned into coke, and is used in that way for the melting of metals.

While the consumption of coal on steamships is hardly more than one-fourth as much for an indicated horse-power as it was forty years ago, there are now more than twenty steamships on the ocean for one that was afloat then. It will probably turn out to be the fact that four or five warships and 140 lives were lost at Samoa because those ships were out of coal, or had so little that it was not considered expedient to keep fires in the furnaces. There was no considerable supply on shore, and after long voyages these ships were compelled to economize their motive-power. There were cold furnaces and inert engines.

The modern war-ship, especially the heavy ironclad, is not rigged for making any headway under canvas. All the great war fleets of the world are consuming the best coal that can be found. The ratio of consumption is increasing rapidly. So that the world's locomotives no longer burn wood, save in a few isolated instances. It is estimated that the Southern Pacific Railway system consumes daily 2,000 tons of coal. Nearly the whole of this is procured from without the State. Not less than ten thousand miles of railroad are annually constructed in this country, every new mile of which is to be operated by steam, generated by the use of coal.

By what means will the steamships that are plying on all the waters of the globe and the locomotives that are multiplied by the thousand yearly be driven fifty years hence? Ericsson, just before his death, believed that he had made the great discovery of his life in the storage of heat from the rays of the sun. The motive-power of the future was to be drawn from that source. His calorific engine had not been a pronounced success, although for small motors it had not been a failure. But the great ship could not be driven in that way. The little electric motor is making its way into use everywhere; and illumination by electricity is now so common as to excite little remark. But what is to run the great steamships when the coal measures are exhausted? Cheap coal! having given Great Britain her pre-eminence on land and sea, how is it to be so on the water? Coal in this country is no longer cheap or abundant!

The Russians drive all their steamships on the Caspian Sea and all the locomotives that are employed on the roads pushing out toward India and China with petroleum. It is said to be the cheapest and most satisfactory fuel that has ever been found in that part of the world. The petroleum wells on the shores of the Caspian are not only supplying the great steam fleets of that sea and the railroads extending more than a thousand miles beyond, but nearly all Europe is supplied with illuminating oil made chiefly from the crude petroleum found in these vast subterranean deposits. What is to come after coal? Every war-ship of any importance is driven to-day by steam, and is well nigh helpless as soon as the coal-bunkers are exhausted. These great ships are multiplying with amazing rapidity. They are driven at the rate of twenty miles an hour, and their effectiveness now depends largely upon speed. Ericsson hoped to draw from the sun all the motive-power for the use of the world. A thousand electricians and more are at work to devise some means of driving all the engines on the land and on the sea by electricity. It is certain that they are able to report progress, while they are still a long way from the solution of this great problem. If the supremacy of nations at no very remote time is to depend upon some other motor than that furnished by the use of coal, it is not a wonder that the question has already assumed such practical importance as it never had before.—San Francisco Bulletin.

Today's Advertisements.

TENDERS will be received by the Naval Storekeeper up to 10 A.M., on MONDAY, the 21st June, for BUILDING A RETAINING WALL of Brick and Concrete and making up a Slope and tuffing the same on the south side of the NAVAL HOSPITAL, Wanchai.

The work will be paid for by measurement, the prices being based on the War Department Schedule of Prices.

Forms of Tender and Conditions of Contract may be obtained from the Naval Storekeeper, and the Schedule and Plans of the Wall may be seen at the Royal Engineer Offices, Commissariat Buildings.

H.M. Naval Yard, Hongkong, 21st June, 1889. [778]

STEAM TO STRAITS AND BOMBAY. Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship.

"KHIVA" will leave for the above places, on MONDAY, the 24th June, at NOON.

E. L. WOODIN, Superintendent. Hongkong, 21st June, 1889. [719]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR LIOHOW, SINGAPORE AND BANGKOK.

THE Company's Steamship

"KONG BENG," Captain R. Jones, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 8 A.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, 21st June, 1889. [774]

CANADIAN PACIFIC STEAMSHIP COMPANY.

WANTED A SURGEON for the Steamship Port Augusta for the voyage from Hongkong to Vancouver, sailing July 18th.

AMMON, HELL & Co., Agents. Hongkong, 21st June, 1889. [776]

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Intimations.

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION—900 YARDS.

Ten Shots—Carbines allowed Three Shots extra.

Will take place next SATURDAY, the 22nd June, at 4 P.M.

A. SHELTON HOOPER, Hon. Secretary. Hongkong, 15th June, 1889. [58]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the STATUTORY GENERAL MEETING of the Company required to be held within four months after registration will be held at the Company's Registered Office in Victoria Buildings, No. 5, Queen's Road Central, Victoria, Hongkong, on MONDAY, the 1st July, at 12 O'CLOCK NOON.

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Co., Ltd., General Agents. Hongkong, 15th June, 1889. [748]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS who have not yet applied for their original SCRIP will oblige by doing so as early as possible.

GIBB, LIVINGSTON & Co., Agents. Hongkong, 20th June, 1889. [769]

NOTICE.

THE Office of the CHINESE INSURANCE COMPANY, LIMITED, in Liquidation, has been REMOVED to Praya Central (Messrs. MELCHERS & Co's Premises, 1st floor).

For the Liquidators, H. HARMS. Hongkong, 20th June, 1889. [772]

MAPPIN AND WEBB.

SHEFFIELD AND LONDON.

Cutlery and Silverware, by special appointment to H. M. the Queen, &c., &c.

BEG to announce that they have forwarded to Hongkong by their Representative Mr. W. S. MARSHALL, A choice and varied selection of CUTLERY, SILVER & ELECTROPLATED WARE, DRESSING CASES, FANCY LEATHER GOODS, &c., &c.

Embracing all Novelties of every description of their well-known Manufacture for EXHIBITION AND SALE.

3, DUNDRELL STREET, (Ground Floor).

Last few days terminating TUESDAY, the 24th June, 1889.

Prices same as in London. Dollars taken at three shillings. Catalogues free on application. Hongkong, 18th June, 1889. [683]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL \$5,000,000

PAY UP CAPITAL 2,500,000

RESERVE FUND 1,250,000

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Vice-Chairman.

E. A. SOLOMON, Esq., J. S. MOSES, Esq., C. MICHAELSEN, Esq., G. F. NOBLE, Esq., LEE SENG, Esq., POON PONG, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary. Victoria Buildings, Hongkong, 3rd May, 1889. [532]

NOTICE.

J. E. WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned has this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 19th June, 1889. [12]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road Central. [743]

JOHN W. KINGHORN.

CONSULTING MARINE ENGINEER & SURVEYOR, 13, Praya Central.

ESTIMATES and Prices for all kinds of STEAMERS and MACHINERY—Supplied on application.

Machinery inspected and supervised. Hongkong, 4th June, 1889. [694]

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers. Hongkong, 11th March, 1889. [518]

Auctions.

NOTICE.

SALE OF R. B. LOT No. 61.

THE date for Sale of this Lot is altered from the 17th June to MONDAY, the 24th June, at 5 P.M.

G. R. LAMMERT, Auctioneer. Hongkong, 14th June, 1889. [741]

VALUABLE SALE OF DESIRABLE BUILDING SITES AT THE PEAK.

Mr. G. R. LAMMERT, Auctioneer, will sell by Auction on the site, ON MONDAY, the 24th June, 1889, at 5 P.M.

SIX VALUABLE BUILDING SITES KNOWN AS SECTIONS OF RURAL BUILDING LOT No. 61.

THIS Property is within a few minutes walk of the Tramway and has been divided into Sections of an average area of 5,000 square feet to meet a present and increasing demand for ECONOMIC BUILDING SITES.

The whole of the Earth work and retaining walls have been completed and the sites PREPARED FOR BUILDING in the most approved manner, and the whole now forms one of the most desirable sites at the Peak.

Conditions of Sale, Plans, Particulars and the fullest information can be obtained, upon application to Messrs. WOTTON & DEACON, Solicitors, 35, Queen's Road; Mr. W. ST. JOHN H. HANCOCK, C.E., F.R.I.B.A., 3, Beaconsfield Arcade; or TO THE AUCTIONEER, Duddell Street, Hongkong, 14th June, 1889. [647]

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PIANO, GLASSWARE, &c.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 27th June, 1889, commencing at 2.30 P.M., at Westbourne Villas, North, the Residence of O. BACHRACH, Esq.

THE WHOLE OF HIS ELEGANT HOUSEHOLD FURNITURE, comprising:—

MARBLE TOP HALL FURNITURE, etc., TAPESTRY COVERED DRAWING ROOM SUITE, CANTON BLA WOOD AND MARBLE TOP TABLES, CARVED BLACKWOOD CABINET & CURIO STAND, ORNAMENTS, NINGPO CARVED SOFA, COTTAGE PIANO by Broadwood and Sons, MUSIC STANDS, Facsimiles of Hildebrandt's WATERCOLORS, ENGRAVINGS, MIRRORS and OVERMANTLES, BRASS FIRENDS & FIRE BRASSES, PERSIAN CARPET, BOKHARA RUGS, WHITE LACE and WOOL CURTAINS and POLES, etc.

EXTENSION TEAK DINING TABLE and MASSIVE DINING CHAIRS, DINNER WAGGONS, SIDEBOARD with PLATE GLASS BACK, STUFFED GAME MEDALLIONS, very Handsome DINNER and DESSERT SERVICES of BOHEMIAN PORCELAIN, TABLE GLASS WARE, ELECTROPLATED WARE, CUTLERY, etc.

CARD TABLES, BOOKCASES, WRITING TABLE and LIBRARY FURNITURE, IRON BEDSTADS with PATENT WIRE MATTRESSES, MARBLE TOP WASHING STANDS, IRON DRESSING TABLES, PLATE GLASS DOOR WARDROBES, and BEDROOM FURNITURE, GARDEN and VERANDAH FURNITURE, &c.

SHANGHAI BATHS, RICKSHA, &c., &c.

The above will be on view on WEDNESDAY P.M. and Catalogues will be issued prior to sale. TERMS AS USUAL—Cash on delivery.

G. R. LAMMERT, Auctioneer. Hongkong, 20th June, 1889. [773]

PUBLIC AUCTION

VALUABLE MACHINERY, PLANT, &c.

THE Undersigned has received instructions to Sell by Public Auction, the latter part of June, 1889, on a day to be named hereafter, at the Machinery Shop lately in the occupation of Messrs. J. W. CROKER & Co., at Bowrington Canal.

The whole of the MACHINERY and PLANT, comprising:—One HORIZONTAL ENGINE of 12 H.P., One VERTICAL ENGINE of 4 H.P., One BOILER 24 ft. by 5 feet 6 inches, Four GAZE LATHES mounted on sizes up to 15 feet length of bed, SCREWING, DRILLING, PUNCHING, and SHEARING, SLOTTING and ROLLING MACHINES, 2 PLANING MACHINES, STEAM HAMMER, CRANES, SHEARLEGS, SHAFING and BELTING, ANVILS VICES, BENCHES, WINCHES and FORGES, SUNDRY MACHINERY and PLANT, etc.

BAR and ROD IRON, BOILERTUBES, OLD BOILERS, etc., etc.

Also One IRON STEAM LAUNCH. TERMS OF SALE—Cash on delivery.

For further particulars, apply to G. R. LAMMERT, Auctioneer. Hongkong, 1st June, 1889. [673]

NOTICES OF FIRMS.

NOTICE.

DURING my temporary absence in Europe I have authorized Mr. H. HYNDMAN to sign for ROZARIO & Co.

AUGUSTO J. DO ROZARIO. Hongkong, 20th June, 1889. [768]

NOTICE.

I HAVE this day admitted as a PARTNER my Brother SIMON G. APCAR; and my business will henceforth be carried on under the style of APCAR BROTHERS.

A. G. APCAR. Hongkong, 15th June, 1889. [747]

NOTICE.

H. & J. SAMPOSON have commenced Business as CIVIL ENGINEERS, ARCHITECTS, SURVEYORS, LAND and ESTATE AGENTS, and GENERAL BROKERS, and respectfully solicit the support of the Hongkong public. Plans, Estimates, Drawings, etc., promptly supplied, and all commissions will receive due attention.

OFFICES—QUEEN'S ROAD CENTRAL, (Opposite Ice House Street.) Hongkong, 5th June, 1889. [698]

NOTICE.

THE date for Sale of this Lot is altered from the 17th June to MONDAY, the 24th June, at 5 P.M.

G. R. LAMMERT, Auctioneer. Hongkong, 14th June, 1889. [741]

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THE Undersigned has this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 19th June, 1889. [12]

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CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

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ESTIMATES and Prices for all kinds of STEAMERS and MACHINERY—Supplied on application.

Machinery inspected and supervised. Hongkong, 4th June, 1889. [694]

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers. Hongkong, 11th March, 1889. [518]

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